

Maritime Security Review

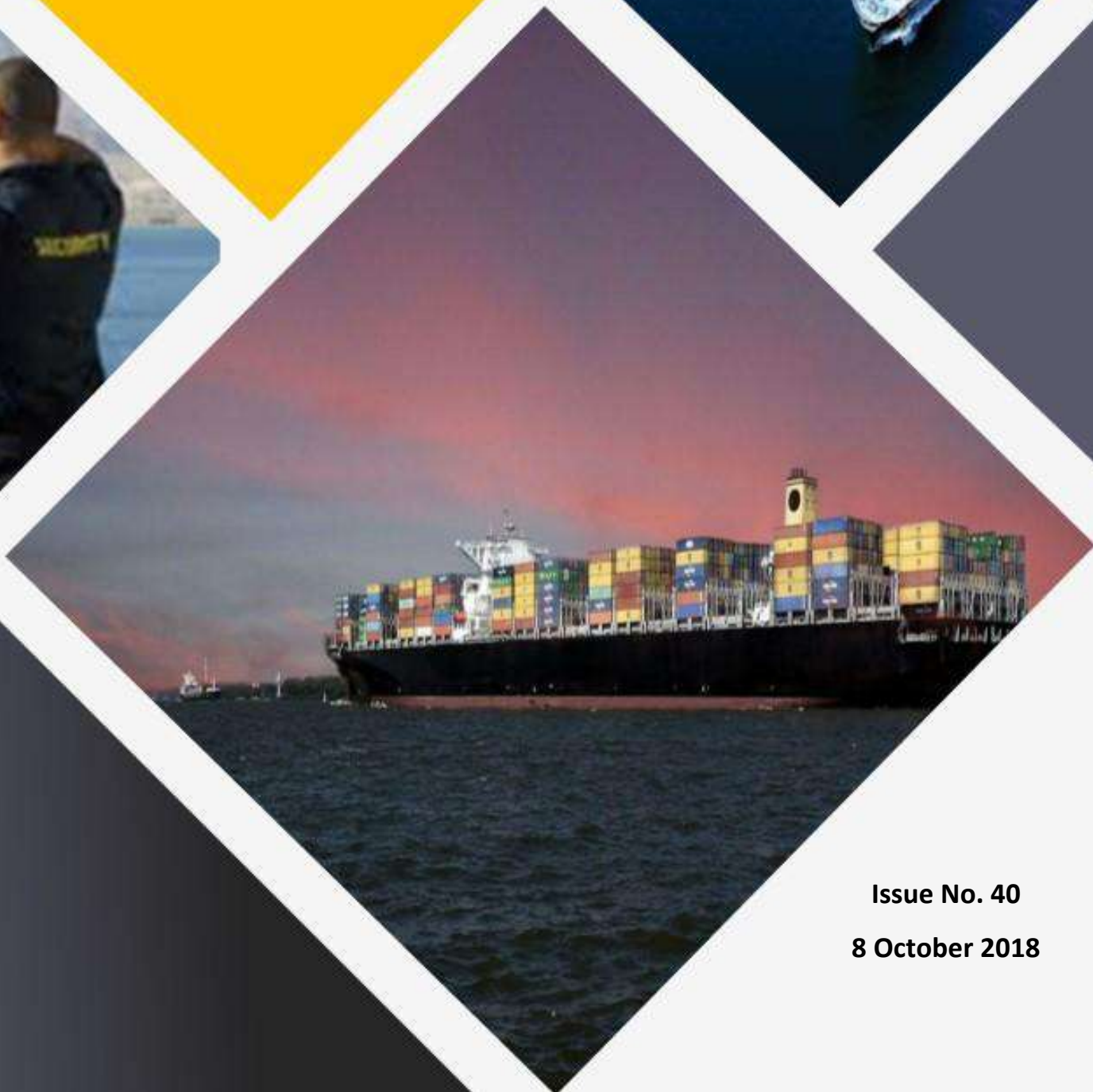


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INCIDENTS AT SEA

Reporting Period: 1 – 7 October 2018

Region	Current Incidents	Late Reported Incidents	Threat Level
MAIN REGIONS			
Gulf of Aden/Arabian Sea	0	1	Low
Gulf of Guinea	0	2	Medium
Asia	0	1	Low
WORLDWIDE			
North America	0	0	Low
Central America/Caribbean/ South America	0	2	Medium
Atlantic Ocean Area	0	1	Low
Northern Europe/English Channel/Baltic	0	0	Low
Mediterranean/ Black Sea	0	0	Low
Arabian Gulf	0	0	Low
Southern Africa	0	0	Low
East Asia/Indian Subcontinent	0	1	Low
Pacific Ocean/Southern Ocean	0	0	Low

Piracy Levels are determined on a weekly basis as follows:

- HIGH** 5 or more incidents in the current reporting period
- MEDIUM** 2 – 4 piracy incidents in the current reporting period
- LOW** 0 – 1 piracy incidents in the current reporting period

PLEASE NOTE:

The information contained in this report is as accurate as possible at the time of publishing. In some cases, however, incidents are updated at a later date as more information becomes available.

We encourage our readers to confidentially report any incidents or suspicious activity to info@msrisk.com.

GULF OF ADEN, ARABIAN SEA, RED SEA



WARNING FOR RED SEA, BAB EL-MANDAB STRAIT, AND GULF OF ADEN: HIGH THREAT OF VESSEL HIJACKING

There remains a high threat of piracy and a risk of vessel damage as the result of maritime conflict in this region. International naval patrols and anti-piracy measures on board commercial vessels have greatly diminished Somali piracy since its peak in early 2011. The international community has significant steps to improve security in the region, including:

- Boosting naval forces in the area
- Requiring ships to take protection measures, such as
 - Reporting in and out of high risk areas
 - Sailing at top speed as far as possible from the Somali coast, and
 - Travelling with armed escorts on board.

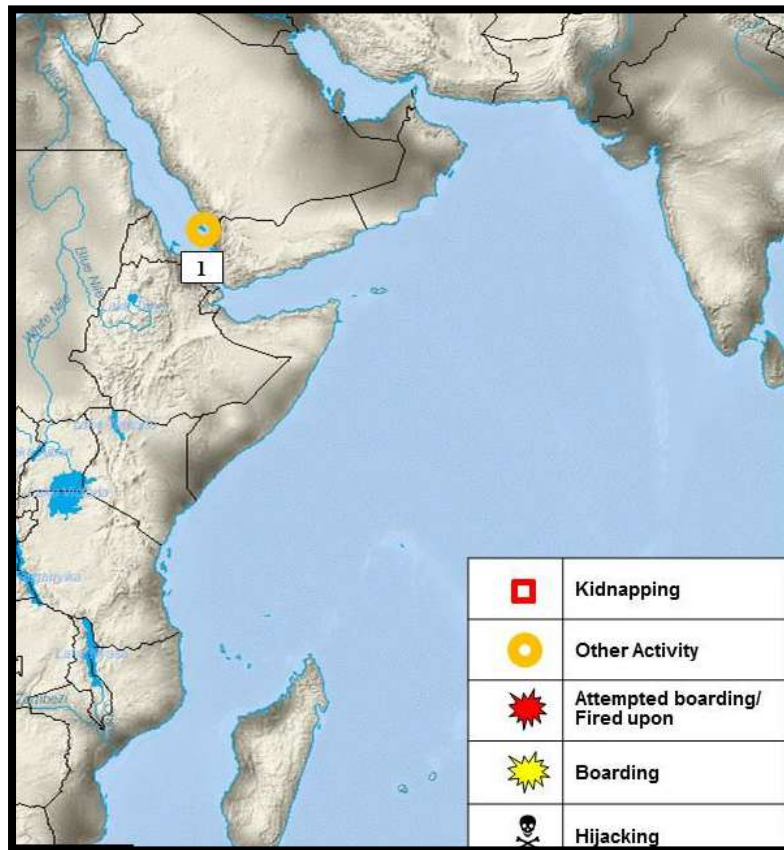
Some vessels transiting this region may have increasingly become complacent in the belief that the piracy threat had diminished. However, poverty and other motivating factors for piracy remain. The threat of attack and/or hijacking remains significant, as the root causes on the ground in Somalia have not been sufficiently addressed. After five years without a successful attack, analysts say that complacency may have set in and this year's successful hijacking is likely to result in potential copycat attacks, as pirate action groups head out in a bid to successfully hijack a commercial vessel.

Masters are advised to remain vigilant at all times inside the HRA and are urged to adhere to guidance and protective measures as set down in BMP5. Sailing yachts should avoid transiting the HRA. Past activity has demonstrated that pirates will attack both large and small yachts transiting this region. While successful attacks and hijackings of merchant vessels have significantly decreased over the past two years, the possibility of attacks and the successful hijacking of sailing vessels continues to remain high. This is due to the reduction of revenue sources from pirated merchant vessels, and the fact that sailing yachts are vulnerable and easier targets. PAG's continue to conduct "soft approaches" on merchant ships transiting the area. Skiffs have approached vessels in order to probe the reaction of the crewmembers and any possible Privately Contracted Armed Security Personnel (PCASP) onboard. If the pirate approach does not elicit a response, the pirates will likely proceed with an attack, in which additional skiffs may participate.

Vessels transiting the greater Gulf of Aden region should operate under a heightened state of alert. This is due to increasing tensions in the region, particularly around Bab al Mandab Strait and near Yemen, where fighting has taken a maritime trajectory. The risk for potential for direct or collateral damage to vessels transiting the region is high. These threats may come from a number of different sources such as missiles, projectiles, or waterborne improvised explosive devices. Houthi rebels have claimed responsibility for the 1 October 2016 attack on a UAE vessel. MS Risk advises all vessels transiting this region to report any hostile activities immediately.

Current
Incidents:

1



SOURCE: ONI

VESSEL HIJACKED

- No current incidents to report

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACKS

- No current incidents to report

VESSELS BOARDED

- No current incidents to reports

KIDNAPPING

- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

- **30 September (Saudi Arabia – Late Report)** – Saudi state news has reported that the Saudi-led military coalition fighting against Yemen’s Houthi movement foiled an attack by two explosives-laden remote controlled boats deployed by the Houthis against Saudi Arabia’s Jizan Port.

MARITIME REPORTING

- No current maritime related reporting

WEATHER FORECAST: GULF OF ADEN, ARABIAN SEA, RED SEA

WEATHER FORECAST VALID FROM 4 – 10 OCTOBER 2018

NORTHERN ARABIAN SEA: Southwest winds of 10 – 15 knots and seas of 3 – 5 feet.

- **Extended Forecast:** Westerly winds of 10 – 15 knots, gusting to 20 knots, and seas of 3 – 5 feet.

GULF OF OMAN: Easterly winds of 5 – 10 knots and seas of 1 – 3 feet in the western section of the Gulf; with easterly winds of 5 – 10 knots and seas of 1 – 3 feet in the eastern section of the Gulf.

- **Extended Forecast:** Northwest winds of 5 – 10 knots and seas of 1 – 3 feet in the western section of the Gulf; with northwest winds of 5 – 10 knots, and seas of 1 – 3 feet in the eastern section of the Gulf.

GULF OF ADEN: Easterly winds of 5 – 10 knots, and seas of 1 – 3 feet in the western section of the Gulf; with easterly winds of 5 – 10 knots, and seas of 2 – 4 feet in the eastern section of the Gulf.

- **Extended Forecast:** Easterly winds of 5 – 10 knots and seas of 2 – 4 feet in the western section of the Gulf; with easterly winds of 5 – 10 knots, and seas of 2 – 4 feet in the eastern section of the Gulf.

SOMALI COAST: Southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 5 – 7 feet in the northern section of the coastline; with southwest winds of 10 – 15 knots, and seas of 5 – 7 feet in the southern section of the coastline.

- **Extended Forecast:** West-southwest winds of 10 – 15 knots, gusting to 20 knots, and seas of 5 – 7 feet in the northern section of the coastline; with south-southeast winds of 10 – 15 knots, and seas of 5 – 7 feet in the southern section of the coastline.

CENTRAL AFRICAN COAST/INDIAN OCEAN: Southeast winds of 15 – 20 knots and seas of 6 – 8 feet.

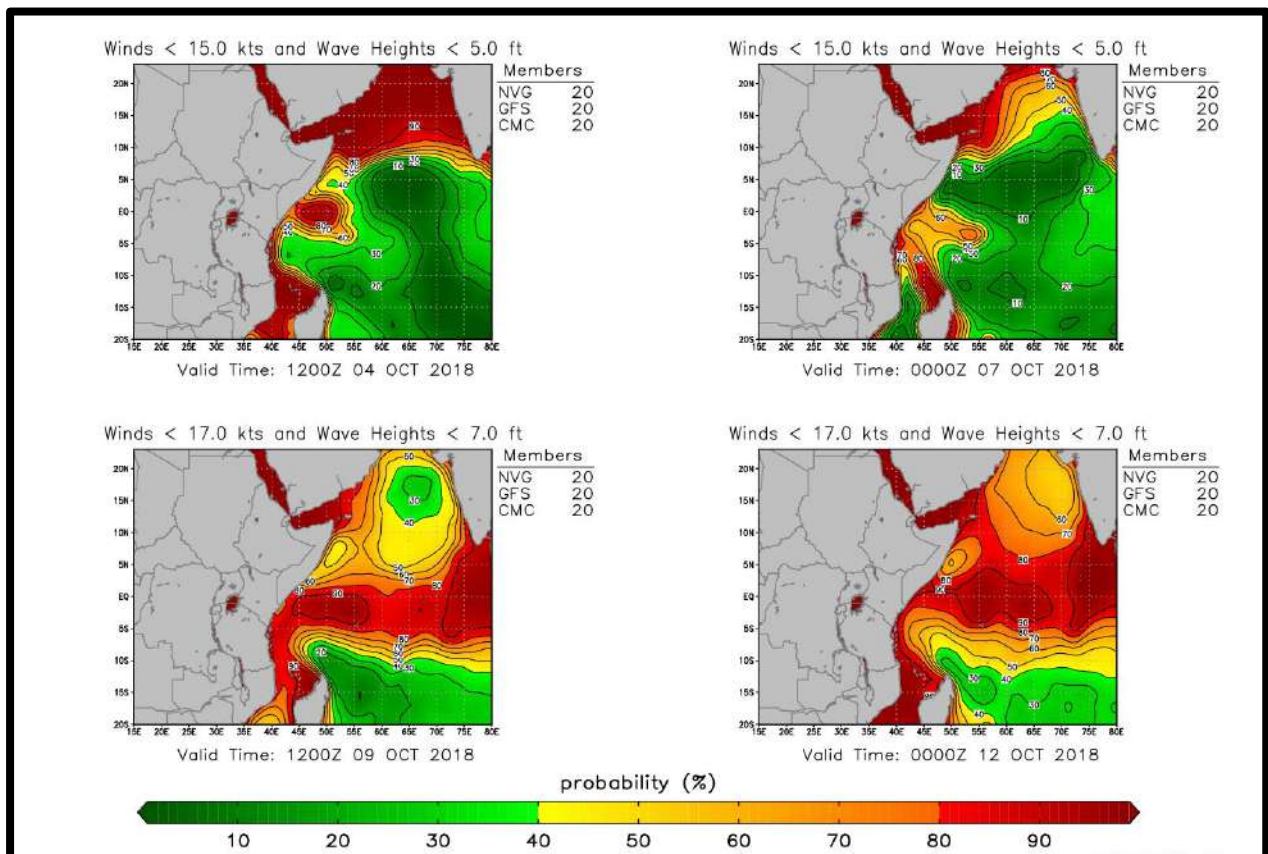
- **Extended Forecast:** Southeast winds of 10 – 15 knots and seas of 5 - 7 feet.

MOZAMBIQUE CHANNEL: East-northeast winds of 10 – 15 knots and seas of 3 – 5 feet in the northern Channel; with northerly winds of 10 – 15 knots, and seas of 5 – 7 feet in the southern Channel.

- Extended Forecast:** Southeast winds of 10 – 15 knots and seas of 5 – 7 feet in the northern Channel; with southeast winds of 10 – 15 knots and seas of 10 – 12 feet in the southern Channel.

SURFACE CURRENTS: The northern Arabian Sea and Gulf of Aden currents are variable with most areas having an average speed of 1 knot. The Mozambique Channel currents are variable having an average speed of 2 knots. Currents’ speed along the Somali Basin are north-easterly averaging between 2 – 3 knots.

SYNOPTIC DISCUSSION: High pressure continues to dominate the weather pattern over the region producing mostly clear skies with isolated areas of thunderstorm activity. Isolated thunderstorms and rain showers can be routinely expected along the coast of Somalia and increased southerly wind flow through the Bab el Mandeb Strait due to funnelling effects.



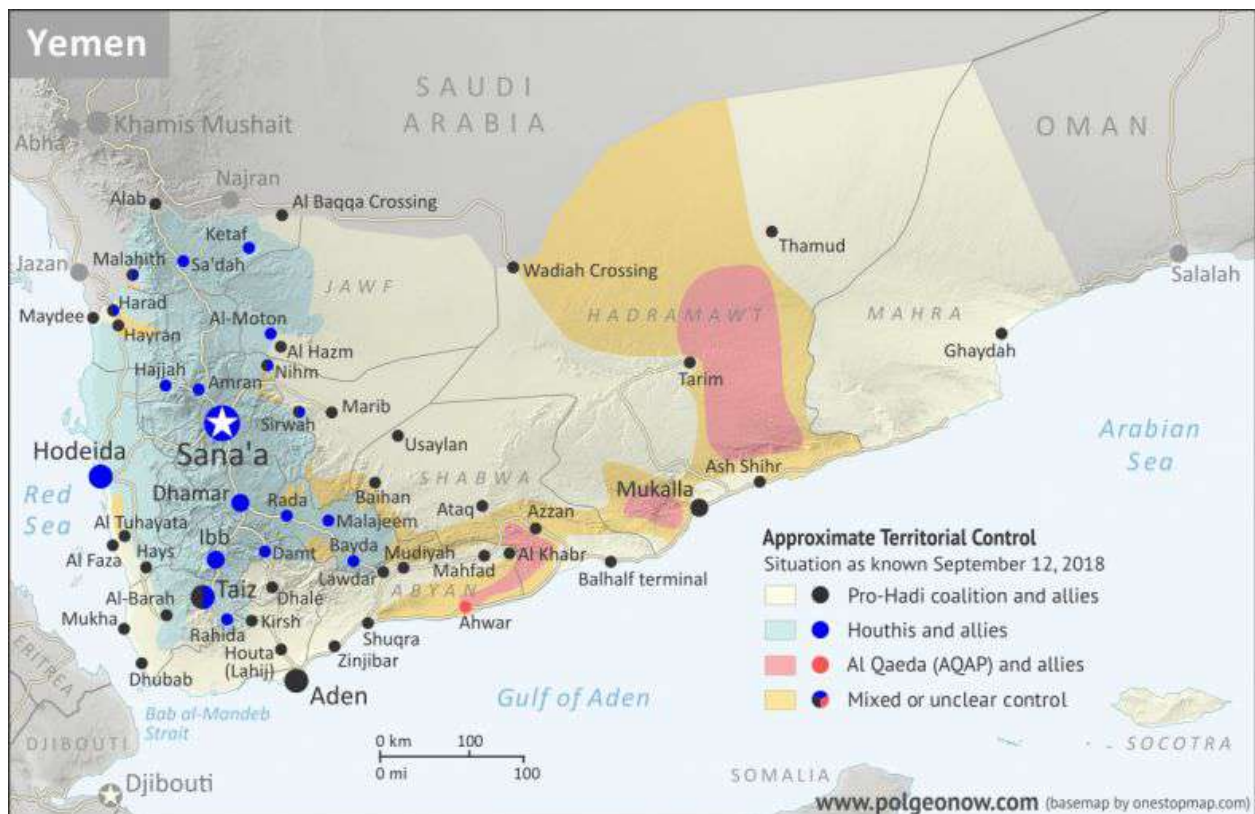
Source: ONI

SPOTLIGHT ON YEMEN

PORT STATUS AS OF 7 OCTOBER 2018

Port Name	Port Status	Risk Level	Notes
Aden Port	Open	High	Curfew: 2000 - 0600
Ash Shihr Oil Terminal	Closed	High	
Balhaf LNG Terminal	Closed	Closed	
Hodeidah Port	Open	High	The Saudi Royal Navy is using a holding area 60 NM west of Hodeidah port for vessels attempting entry into Salif or Hodeidah. Inbound vessels should plan on holding here prior to receiving clearance.
Mokha Port	Closed	High	Considered unsafe; no activity reported since August 2015
Mukalla Port	Open	High	Capacity: 2 berths
Ras Isa Marine Terminal	Closed	Closed	
Saleef Port	Open	High	Capacity: 2 berths

Shipmasters and crew are urged to remain abreast of current conditions surrounding all Yemeni ports, and to ensure that security measured aboard vessels are in place.



ACTIVITY REPORTING

SAUDI-UAE ALLIANCE 'INTERFERED' IN UN PANEL'S WORK IN YEMEN

4 October – The head of a UN-mandated team of investigators on Yemen has accused Saudi Arabia and the United Arab Emirates (UAE) of interfering in his panel's work, which accuses all sides of the conflict in Yemen of rights abuses. Kamel Jendoubi said that his team presented a list of human rights abuses to the United Nations. These were based on a report his panel published in August, which said that it had "reasonable grounds to believe that the parties to the armed conflict in Yemen have committed a substantial number of violations of international humanitarian law". Many of these violations may amount to war crimes, the report said, pointing to widespread arbitrary detention, rape, torture and the recruitment of children as young as eight to fight. "I did not expect such a harsh reaction, we've done a professional, neutral and objective job," Jendoubi said, adding, "All we did was report based on allegations and actions we collected during our visits, from testimonies and reports ... It's a normal process for any experts." The report said air attacks by the Saudi and UAE-led military coalition had caused the most direct civilian casualties in the war, and a blockade of Yemeni ports and airspace may have violated international humanitarian law. The experts also accused the Houthis of indiscriminate shelling in civilian areas and snipers targeting non-combatants.

UN SUSPENDS CASH AID TO NINE MILLION YEMENIS

3 October – The U.N. children's agency on Wednesday suspended cash transfers to 9 million of Yemen's most impoverished citizens under pressure from the country's Houthi rebels. The move comes at a time when Yemen's local currency has been deteriorating, increasing prices of food and fuel, and sparking fears of a worsening humanitarian crisis. UNICEF said the decision came after it was unable to set up a

call center to get feedback from beneficiaries, without providing further details. Two individuals familiar with the program said the Houthi rebels who control northern Yemen hindered the launch of the call center because they feared it might reveal their manipulation of the cash transfers. The two spoke on condition of anonymity, fearing reprisals from the rebels. Last week, Houthi security authorities banned the country director of the Adventist Development and Relief Agency from returning to Yemen, according to two individuals familiar with the situation. The agency has been under pressure from Houthis to use the rebels' beneficiary lists in aid distribution and to use Houthi-linked staffers in ADRA-run health facilities. When ADRA Yemen chief Ephraim Palmero objected, he was notified that he wouldn't be allowed to return to the country. ADRA is among the most active international relief agencies working in delivering aid to millions of impoverished Yemenis. The suspended UNICEF payment is the third since the project was launched in August 2017. UNICEF has said the cash transfers are a "lifeline" to a third of Yemen's people and "contribute to avert the risk of famine and allowed targeted families to buy food and medicine." The value of the Yemeni rial has been in a steady freefall. The rial traded at 800 to the dollar earlier this week, causing immediate price hikes in goods and prompting the Saudis to inject \$200 million to shore up Yemen's Central Bank reserves. Before the civil war erupted in 2015, the rial was around 215 to the dollar. With 8.4 million people not knowing where their next meal will come from, the U.N. Office for the Coordination of Humanitarian Affairs warned last month that a further slide in the rial could result in an additional 3.5 million Yemenis becoming food insecure, and that more than 2 million are "likely to be at a heightened risk of famine." While the Saudi-led coalition has imposed a land, sea and air embargo impacting the country's imports — 90 percent of Yemen's needs are imported — the Houthis have put restrictions on delivery and distribution of aid to some 19 million Yemenis living in rebel-controlled lands. In southern Yemen, where Houthis were pushed out two years ago by the Saudi-led coalition, international relief agencies are also facing security challenges. Doctors Without Borders said in a statement Tuesday that it suspended its operation in Dhale after staffers came under attack a day earlier. It said no one was injured in the attack. "Due to the severity of these attacks and the clear lack of safety for the team working there, MSF has been forced to withdraw its staff," the agency said.

THREE KILLED IN SAUDI-LED AIRSTRIKE ON HAJJAH PROVINCE

2 October – A family of three members were killed in a Saudi-led coalition airstrike in Yemen's rebel-held northwestern province of Hajjah on Tuesday, a local hospital official said. "A father, mother and their daughter were killed in a pre-dawn coalition airstrike on the family's house in Al-Hamra area," the official of Hajjah al-Jumohory hospital said. The Al-Hamra area is located in the Mustaba district, about two-hour drive to the north of Hajjah provincial capital city, which bears the same name. The area is also one-hour drive to the southern Saudi border of Jazan, where the fighting has intensified in the border front.

YEMEN CHOLERA OUTBREAK ACCELERATES TO 10,000+ CASES PER WEEK

2 October – Yemen's cholera outbreak - the worst in the world - is accelerating again, with roughly 10,000 suspected cases now reported per week, the latest data from the World Health Organization (WHO) showed on Tuesday. That is double the average rate for the first eight months of the year, when 154,527 suspected cases of cholera - which can kill a child within hours if untreated - were recorded across the country, with 196 deaths. WHO spokesman Tarik Jasarevic said 185,160 suspected cholera cases were reported into September. Since Yemen's cholera epidemic erupted in April 2017, a total of 1.2 million suspected cases have been reported with 2,515 deaths, Jasarevic told a news briefing. Children account for 30 percent of infections. In the first week of September, nearly 11,500 suspected cases were reported, up from 9,425 the week before, he said. The charity Save the Children said air

strikes by the Saudi-led coalition in late July had damaged a sanitation facility and water station that supplies water to Hodeidah, a port city and supply lifeline held by Houthi forces. "After this incident, suspected cholera cases almost doubled between July (732) and August (1,342) in Save the Children-supported health centers," it said. The WHO said 16 percent of Yemen's cholera cases were in Hodeidah where only half of the health facilities are operational. The WHO is administering vaccinations, targeting 540,000 people in three vulnerable districts in Hodeidah and Ibb governorates. In a first round, 387,000 people - 72 percent of those targeted - received an initial dose, Jasarevic said, adding that the organization wanted to extend the program to other parts of Yemen.

UNKNOWN GUNMEN KIDNAP YEMENI POLITICIAN IN ADEN

2 October – Unknown gunmen kidnapped a leading member of Yemen's Muslim Brotherhood-affiliated Islah party in Aden. "Abdullah Shuaina, an Aden-based politician and member of Islah's party in Aden, was kidnapped by masked gunmen from an area near his residential building in Mansourah district," a local security source said. The security official said that the whereabouts and safety of the kidnapped politician is still unknown. A source of the local police authority in Aden, confirmed the kidnapping, adding that investigation on the incident has commenced. Government officials, including high-ranking security commanders and intelligence officers, have been the prime targets of kidnapping incidents as well as armed attacks launched by unknown gunmen in recent days. Aden is considered Yemen's temporary capital and the Saudi-backed Yemeni government has been based there since 2015.

SAUDI NAVY INTERCEPTS TWO EXPLOSIVES-FILLED DRONE BOATS

1 October –Saudi Arabia's navy reported that it had destroyed two remote-controlled, explosives-filled vessels that were targeting the port of Jizan on Saudi Arabia's Red Sea coast, just north of the Yemeni border. According to Saudi coalition spokesman Col. Turki Al-Maliki, the Saudi Navy detected the boats approaching in series, one at 0450 hours and one at 0505 on Sunday morning. They were under remote control and were rigged with explosives, he reported. Saudi forces intercepted and destroyed the vessels. Houthi forces control much of the coastline to the south, including the Yemeni port of Hodeidah, and have used their territory to launch multiple attacks on Saudi vessels and installations. State-owned oil company Saudi Aramco is building a large refinery and marine terminal complex at Jizan, and it is scheduled to be finished later this year. Houthi forces attempted to attack a product terminal at Jizan with a bomb boat once before, in April 2017. That attack was not reportedly successful. A similar Houthi attack on a Saudi frigate in January 2017 resulted in hull damage and the death of two Saudi sailors. Over the past year, Saudi forces have reported intercepting multiple Houthi drone boat attacks, including a series of attempted strikes on merchant vessels in August and September. On the ground, the battle for Hodeidah continues. Chinese outlet Xinhua reports that Houthi forces are attempting to retake a strategic road link between the seaport and the Houthi capital of Sanaa, but have been held back by Saudi coalition airstrikes. The UN Office for the Coordination of Humanitarian Affairs reports that Hodeidah's seaport - the primary receiving point for Yemen's food imports and aid shipments - remains open and operational. However, as of late September, an important flour milling complex in Hodeidah remained cut off and inaccessible due to the fighting, complicating the relief effort.

YEMEN PROCEDURE

MS RISK CONTINUES TO ADVISE EXTREME CAUTION FOR VESSELS TRAVELING THROUGH BAB AL MANDAB, THE GULF OF ADEN, AND THE INDIAN OCEAN

MS Risk has previously assessed that the waters around Yemen may become the next affected area in a battle for regional influence. As Operation Golden Spear ensues along the western coast of Yemen, the potential for retaliatory measures is heightened. On the water, the battle has taken a turn as the US navy has discovered that the recent attack on the Saudi frigate, *RSN Al Madina*, was conducted via an unmanned, remotely controlled vessel. It is unknown how many similar vessels are currently in the hands of Houthi rebels. Attacks from ship-to-shore or vice versa could cause accidental damage to vessels or disruption to shipping routes.

The risk of passage through the region has increased and is likely to rise. There remains a high level of violence and criminal activity ashore. Shipping vessels should remain constantly aware of the situation, including changes to protocol when entering Yemeni maritime waters.

UNITED NATIONS INSPECTIONS

The UN Verification and Inspection Mechanism (UNVIM) is operational for commercial imports to Yemen.

Shipping companies or owners delivering to ports not under the control of the Government of Yemen must apply for permits upon departing from the port of origin of their cargo. Yemen-based importers/traders are required to submit this notification form. More information about the UNVIM program is available here: <https://www.vimye.org/home>.

Vessels applying to go to ports under the control of the Government of Yemen need obtain permission for entry from the Yemeni Ministry of Transport. This should be done through the ship's agent and/or receivers prior to the vessel's arrival. The form should be completed by the ship's master and sent directly to the Ministry of Transport.

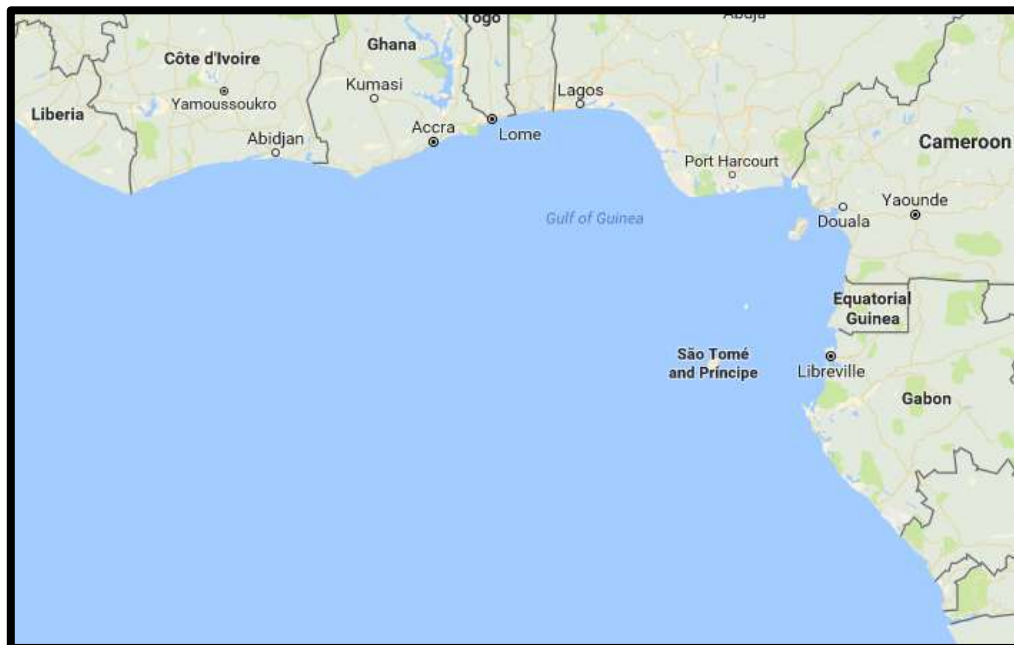
SAUDI COALITION INSPECTIONS

All vessels calling at Yemeni ports will only be allowed to enter Yemeni territorial waters following an inspection by the Saudi Arabian coalition forces. Upon arrival outside Bab Al-Mandab, the shipmaster should call the naval forces of the Saudi Arabian coalition by VHF on channel 16 for the arrival registration, and indicate his location (ideally three miles from Bab Al Mandab). Coalition authorities will advise on the anchor position until they provide final approval to enter the port. This procedure will not take more than 48 hours.

Coalition inspectors do not conduct investigation with the crew; contact will be with the ship's master or Chief Officer about the cargo and documents. Once the vessel is permitted into Yemeni ports, the Master will be required to call port control by VHF on channel 14 or 16 for the arrival registration. The shipmaster will be advised the anchor position until the Harbour master confirms berthing prospects.

Coalition forces require AIS to be kept on at all times. The situation is subject to change and vessels should check frequently with local sources for any changes.

WEST AFRICA, GULF OF GUINEA



Current Incidents:

2

WARNING:

The entire Gulf of Guinea region remains at a high risk to piracy; MS Risk advises all vessels transiting within 100 nautical miles of Tema, Ghana; Lomé, Togo; and Cotonou, Benin to remain particularly vigilant.

VESSELS HIJACKED

- No current incidents to report

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACK

- No current incidents to report

VESSELS BOARDED

- **30 September (Ghana – Late Report)** – Two robbers boarded a vessel anchored near position 04:54 N – 001:41W, Takoradi Anchorage. The crewmembers raised the alarm and the two intruders left the vessel. Nothing was reported stolen. Crewmembers and the vessel have been reported safe.

KIDNAPPING

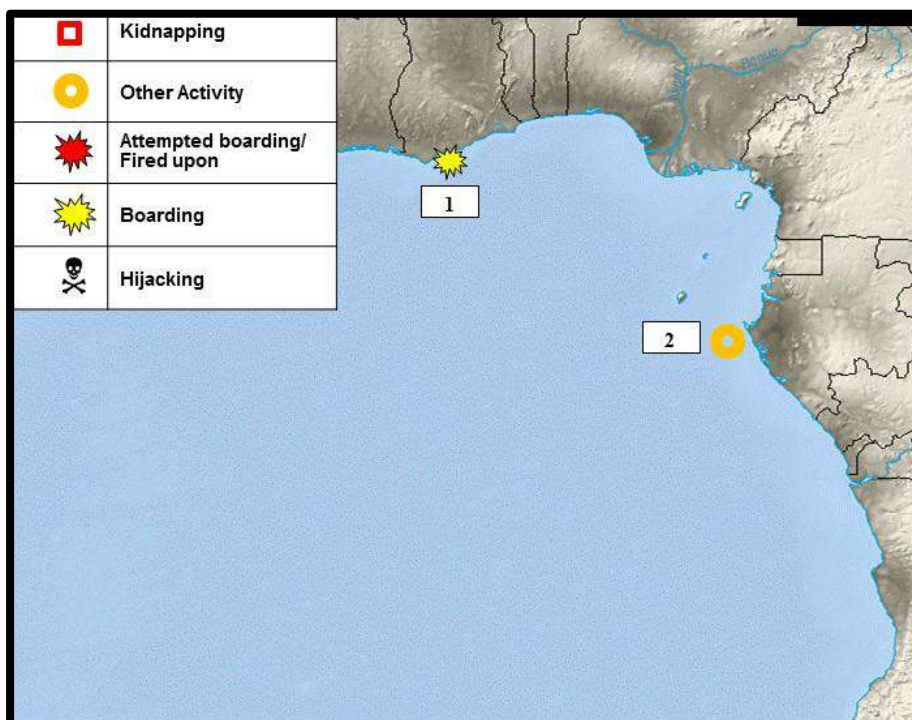
- No current incidents to report

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY

- **22 September (Gabon – Late Report)** – A Senegalese flag long liner, which, according to an environmental NGO, is Spanish property, was detained for alleged illegal fishing of sharks in a joint operation involving the authorities of Sao Tome and Principe, Gabon, and the NGO. According to the NGO, the vessel, *F/V VEMA*, was licensed to fish for tuna and similar species when it was operating in Sao Tome waters. A press statement disclosed that “it had holds exclusively full of sharks” when it was approached in the framework of Operation Albacore III, a joint mission of the NGO and the Gabon navy and Sao Tome and Principe,” adding that “the inspectors found about two tons of sharks, with the fins separated from the body.”



Source: ONI

MARITIME REPORTING

- **3 October (Guinea-Bissau)** – A coast guard commander reported on Wednesday that around sixty migrants are missing and believed drowned after their boat was seen sinking off the coast of Guinea-Bissau. Victor Siga disclosed that the coastguard saw the canoe in difficulty off-shore on Monday but was not able to deploy a boat in response, adding that the wreckage has since been found, though no bodies have been recovered.

WEATHER FORECAST: GULF OF GUINEA**WEATHER FORECAST VALID FROM 4 – 10 OCTOBER 2018**

GULF OF GUINEA: South-southwest winds of 5 – 10 knots, and seas of 3 – 5 feet.

- **Extended Forecast:** Southwest winds of 10 – 15 knots, and seas of 5 – 7 feet.

SYNOPTIC DISCUSSION: High pressure continues to dominate the weather in the region. Isolated thunderstorms and rain showers can be routinely expected along the coast of West Africa.

EAST ASIA, SOUTHEAST ASIA, INDIA



Current Incidents:

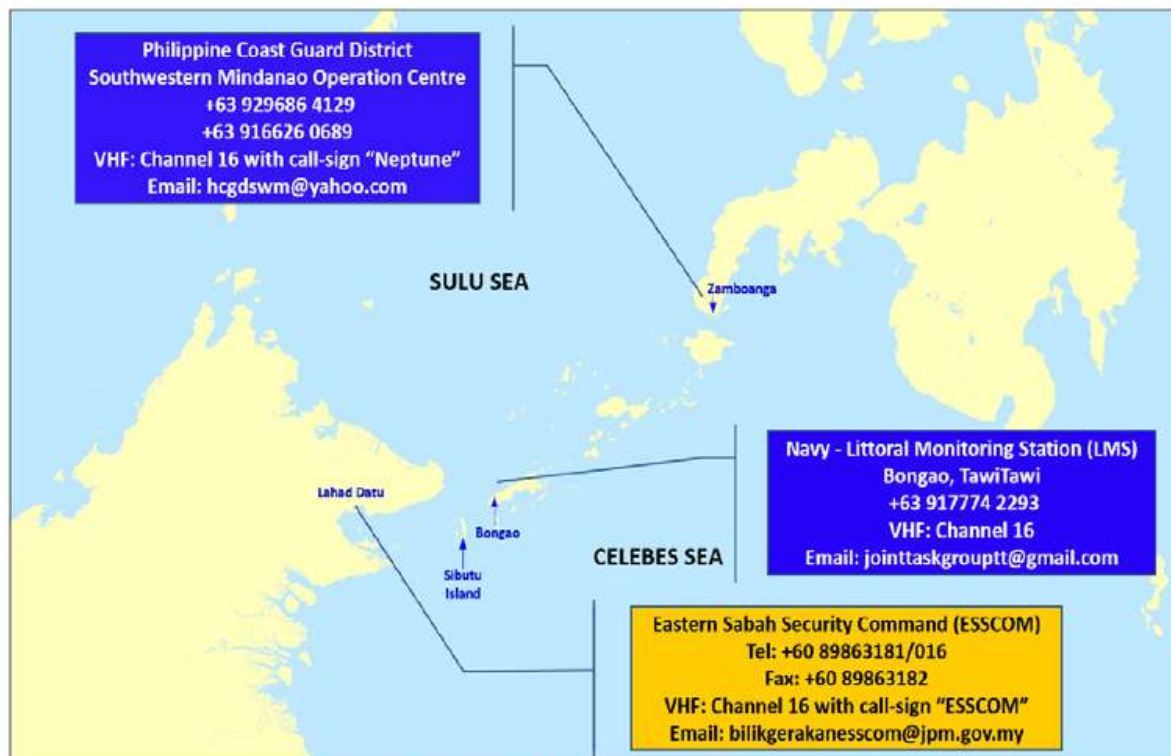
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WARNING: Continued Threat of Kidnap in Sulu-Celebes Sea and off Eastern Sabah

The first actual abduction incident to occur this year in waters in Sulu-Celebes Sea and off eastern Sabah, East Malaysia occurred on 11 September and involved the kidnapping of two Indonesian fishermen. The last actual reported incident occurred on board SUPER SHUTTLE Tug 1 on 23 March 2017, with the last attempted incident occurring on board KUDOS 1 on 16 February 2018. This latest actual incident is evidence that the threat of abduction of crewmembers in the Sulu-Celebes Sea has not been eliminated. MS Risk continues to advise all vessels to re-route from the area, where possible. If unable to re-route, we strongly advise vessel Masters and crewmembers to adopt the following measures:

- Maintain a heightened level of vigilance and increase security watch rotations
- Sound the alarm when unknown people are sighted on board the vessel or when suspicious boats are in the vicinity
- Report all incidents and suspicious activity
- Maintain continuous communication with shipping company and with local enforcement agencies
- Avoid confrontation with the perpetrators

All vessels transiting this region are urged to report any incidents or suspicious activity to the following Centres:



Contact details of the reporting centres

VESSELS HIJACKED

- No current incidents to report

KIDNAPPING

- No current incidents to report

UNSUCCESSFUL ATTACKS/ROBBERIES

- No current incidents to report

VESSELS FIRED UPON/ATTEMPTED BOARDINGS/ATTACK

- No current incidents to report

VESSELS BOARDED

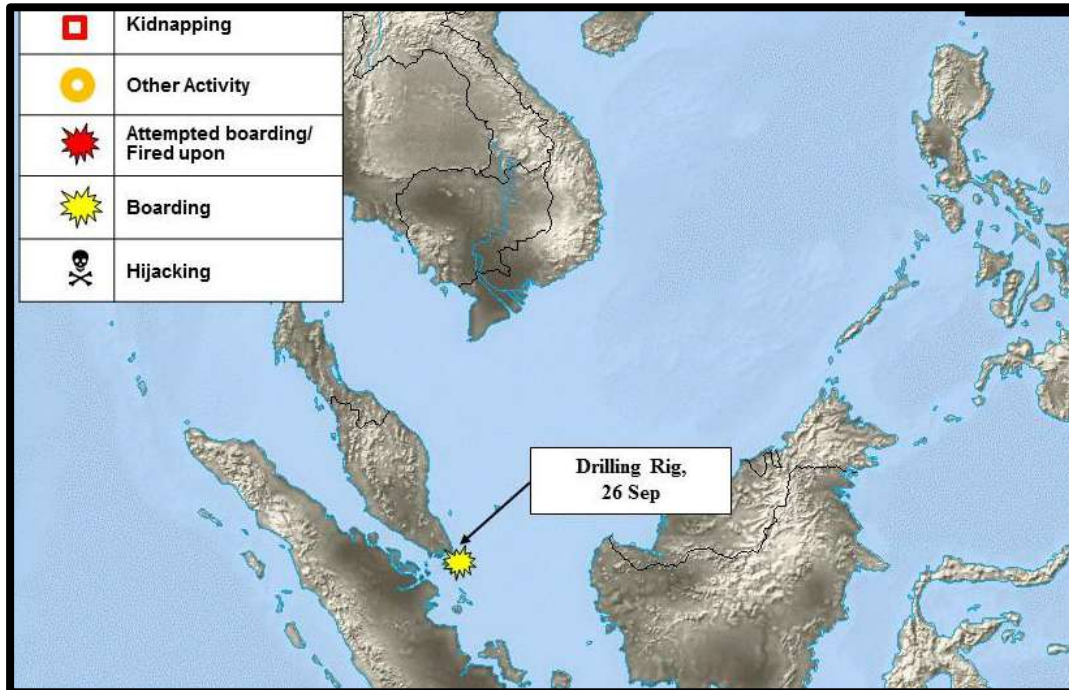
- **26 September (Malaysia – Late Report)** – Two men armed with machetes boarded a drilling rig anchored near position 01:20 N – 104:14 E, 1.5 nautical miles southeast of Tanjung Bulat, Johor, and robbed two onboard security guards. The robbers tied up the security guards and stole their personal items and communications equipment before departing the rig. The security guards were released by shore-based staff after a few hours when they failed to radio in.

SUSPICIOUS ACTIVITY

- No current incidents to report

OTHER ACTIVITY REPORT

- No current incidents to report



Source: ONI

MARITIME REPORTING

- No current maritime related reporting

WEATHER FORECAST: SOUTHEAST ASIA**WEATHER FORECAST VALID FROM 26 SEPTEMBER – 3 OCTOBER 2018**

SOUTHERN SOUTH CHINA SEA: Southeast winds of 5 – 10 knots and seas of 3 – 5 feet.

- **Extended Forecast:** East-northeast winds of 5 – 10 knots, gusting to 15 knots, and seas of 3 – 5 feet.

MALACCA STRAIT: Northwest winds of 5 – 10 knots and seas of 1 – 3 feet in the northern Strait; with northwest winds of 5 – 10 knots and seas of 1 – 2 feet in the southern Strait.

- **Extended Forecast:** Northwest winds of 5 – 10 knots and seas of 1 – 3 feet in the northern Strait; with northwest winds of 5 – 10 knots, and seas of 1 – 2 feet in the southern Strait.

ANDAMAN SEA: Winds will be light and variable, with seas of 2 – 4 feet in the northern section; with light and variable winds and seas of 3 – 5 feet in the southern section.

- **Extended Forecast:** Light and variable winds with seas of 2 – 4 feet in the northern section; with light and variable winds and seas of 2 – 4 feet in the southern section.

SOUTHERN SULU SEA – NORTHERN CELEBES SEA: Variable winds of 5 – 10 knots and seas of 1 – 2 feet.

- **Extended Forecast:** Variable winds of 5 – 10 knots and seas of 1 – 2 feet.

SURFACE CURRENTS: Currents in the southern South China Sea, Malacca Strait, and Andaman Sea are generally less than 1 knot with a few areas in the southern South China Sea averaging 1 knot.

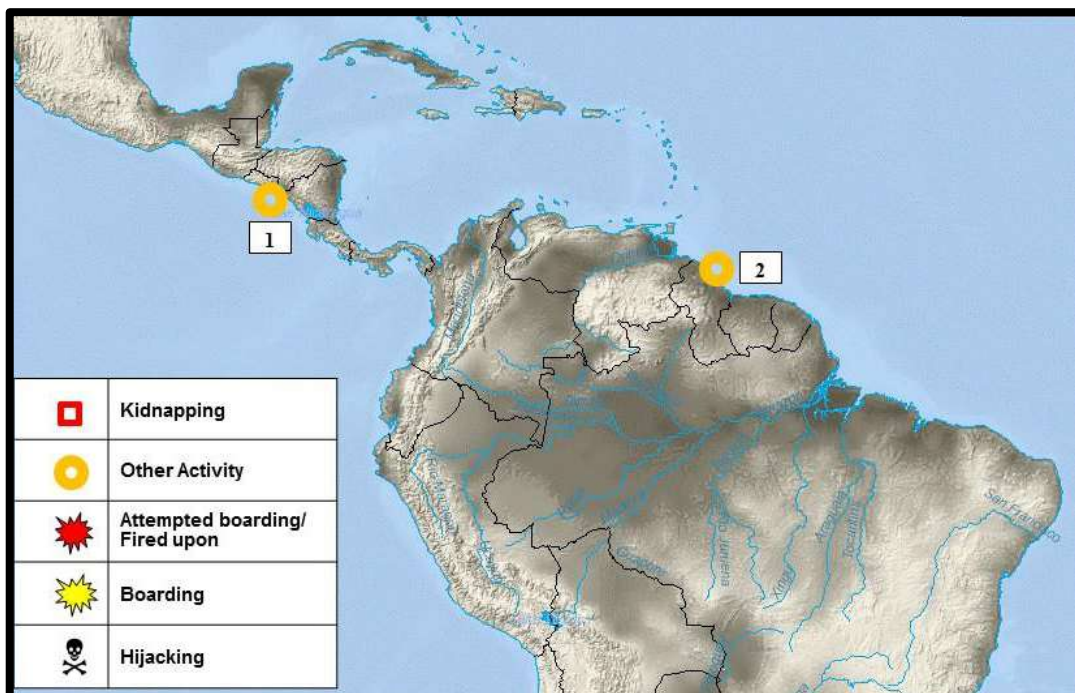
SYNOPTIC DISCUSSION: The presence of Typhoon 30W south of Kadena, Okinawa is causing increased winds and seas in the north-eastern portion of the South China Sea. **Forecaster's Note:** The west Pacific Ocean's Tropical Cyclone Season runs from April until October. During this period, expect numerous tropical cyclones to impact the region, which could change the forecast.

WORLDWIDE

NORTH AMERICA

- No current incidents to report

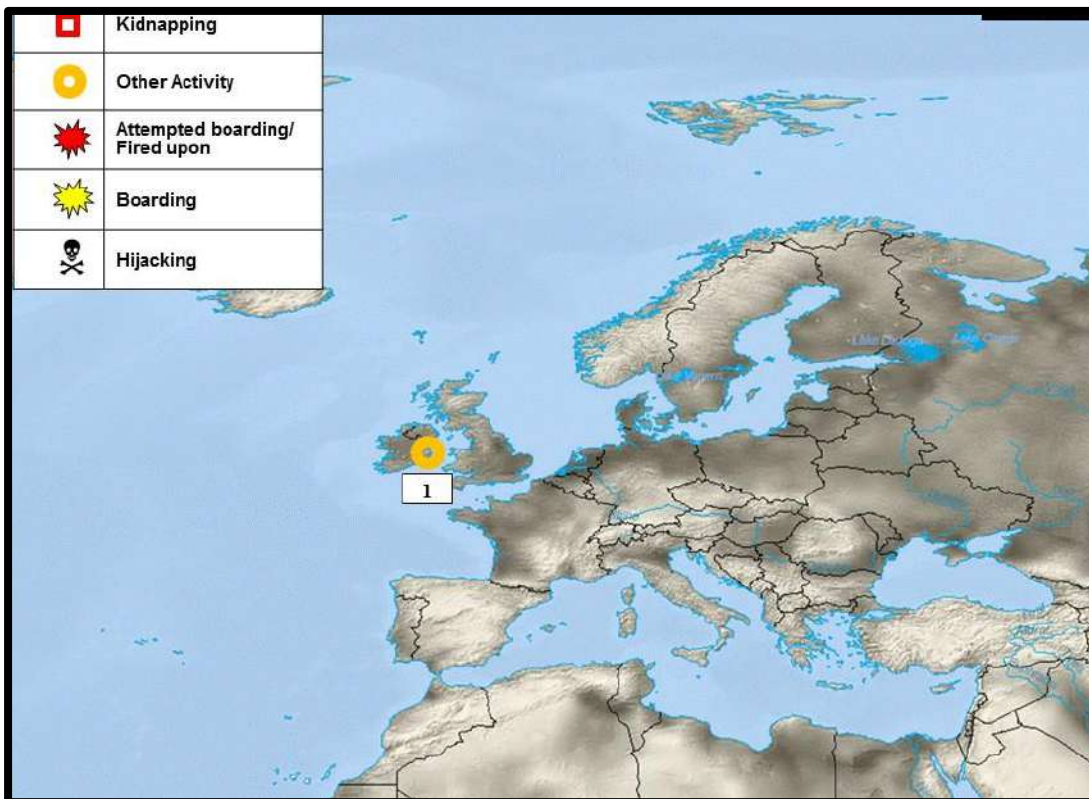
CENTRAL AMERICA/CARIBBEAN/SOUTH AMERICA



Source: ONI

1. **28 September (El Salvador – Late Report)** – Naval forces intercepted a suspicious craft in the Gulf of Fonseca and seized 552 kilograms of cocaine.
2. **22 September (Guyana – Late Report)** – Law Enforcement and Investigation Division officers of the Guyana Revenue Authority (GRA) seized 80,000 litres of diesel aboard a fishing vessel that was converted to ship fuel, the agency has reported. A statement released by the GRA disclosed that “the officers conducted a search of the vessel and it was discovered that even though the intended use of the vessel was listed as ‘fishing purposes,’ the vessel *PLUMROSE* was converted for fuel transport.

ATLANTIC OCEAN AREA



Source: ONI

1. **26 September (Ireland – Late Report)** – Customs officials in the Port of Dublin seized 25,700 bottles of smuggled beer. The contraband was discovered when officials searched a truck that had disembarked a ferry from Holyhead, Wales.

NORTHERN EUROPE – BALTIC

- No current incidents to report

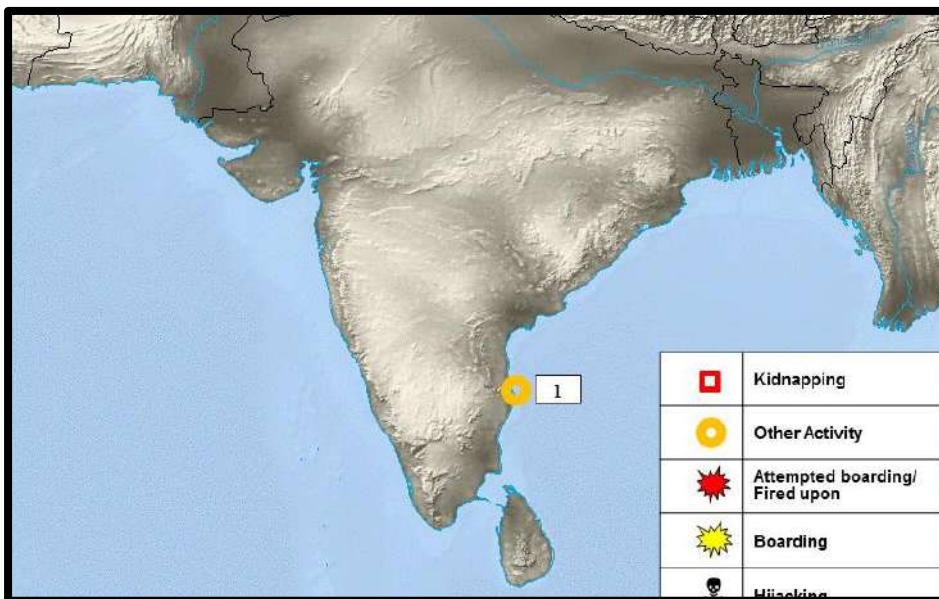
MEDITERRANEAN/BLACK SEA

- No current incidents to report

ARABIAN GULF

- No current incidents to report

EAST ASIA/INDIAN SUBCONTINENT



Source: ONI

1. **27 September (India – Late Report)** – Customs officials seized a consignment of 3 million smuggled cigarettes from three shipping containers in the Port of Chennai. Upon examination of the consignment, officials found carton boxes concealed inside the declared cargo of Calcium Carbonate bags, which actually contained “Gudang Garam” cigarettes of Indonesian origin and transhipped from Dubai.

EASTERN AND SOUTHERN AFRICA

- No current incidents to report

NORTHEAST ASIA

- No current incidents to report

PACIFIC OCEAN/SOUTHERN OCEAN

- No current incidents to report

MIGRATION



Tensions across the European continent remain as governments have failed to find a solution to the ongoing migrant crisis, which has continued over the summer months. Tensions between Italy and its EU neighbours remain after Italy in recent months refused to allow a number of migrant rescue vessels dock at its port. Tensions across the EU bloc are likely to continue over the next few weeks as migrants attempt to benefit from continued warm weather to make the dangerous Mediterranean crossing.

MIGRANTS DROWN IN LATEST MEDITERRANEAN SHIPWRECK

2 October – The United Nations Migration agency, citing the Moroccan navy and a Spanish aid agency, reported on Tuesday that at least 34 migrants have died in a shipwreck in the western Mediterranean, which 26 people survived. Morocco's interior ministry provided lower figures, stating that 31 people had been rescued and that 11 bodies had been recovered on Monday. The ministry disclosed in a statement that all migrants on board the boat came from sub-Saharan Africa, adding that investigations showed that the organizer of the crossing was from Mali. Meanwhile Joel Millman, spokesman for the International Organization for Migration (IOM) has disclosed that "the boat was adrift since Sunday with 60 people aboard. At least 34 have drowned, it looks like there were 26 survivors," adding that the information came from the Moroccan navy and a Spanish non-governmental organization, Caminando Fronteras (Walking Borders). Helena Manelo, founder of Caminando Fronteras, disclosed that the Spanish coastguard had called her early on Monday after being contacted by the captain of the boat whom they were unable to understand. The Moroccan-based Spanish activist disclosed that "they were asking for help because their inflatable boat was damaged." She went on to say that Morocco and Spain cooperate closely at the security level to crack down on trafficking networks but they are not doing enough in order to save lives at sea.

NEARLY 700 MIGRANTS RESCUED OFF SPAIN OVER THE WEEKEND

24 September (Spain) – A government spokesman has disclosed that a total of 675 migrants, including children and babies, were rescued off the coast of Spain over the weekend. Officials have indicated that

on 29 September, 405 were picked up from what are often unseaworthy people smugglers' vessels, with seven children and babies amongst the African migrants. The rescuers were unaware of anyone who was in serious medical condition or lost overboard.

SPOTLIGHT ON LIBYA

PORT STATUS AS OF 6 OCTOBER 2018

Port Name	Port Status	Risk Level
Port of Abu Kammash	Open	Low
Port of al-Khums (Homs)	Open	Low
Port of As-Sidra (Sirte, Es Sider)	Open	Moderate-High
Port of Benghazi	Open	High
Port of Bouri (offshore port)	Open	Low
Port of Derna	CLOSED	High
Port of El Brega (Marsa El Brega)	Open	Moderate
Port of Hariga	Open	Moderate
Port of Mellitah	Open	Low
Port of Misrata (Qasr Ahmed)	Open	High
Port of Ras Lanuf	Open	Moderate-High
Port of Tobruk	Open	Moderate
Port of Tripoli	Open	High
Port of Zawiya (Zawia)	Force Majeure	Moderate
Port of Zueitina	Open	Low

ACTIVITY REPORTING

ONE IN FIVE PERISH ON LIBYA-EU MIGRATION ROUTE

1 October – According to the latest UN data, the rate of death or disappearance on the Central Mediterranean maritime migration route rose to nearly one in five last month, the highest level since accurate recordkeeping began. In September, about eight people died or went missing on the route daily. Researchers with Italian think tank ISPI believe that the sudden spike is linked to the policies of Italy's anti-immigration interior minister, Matteo Salvini. Salvini has blocked most vessels with rescued migrants aboard from calling at Italian ports, thereby cutting down arrivals by half relative to the levels seen under his predecessor's administration. Salvini's policies have also virtually eliminated the NGO-operated SAR vessels that were once common off Libya's coastline. In lieu of NGO patrols, the Libyan

Coast Guard has taken over responsibility for rescuing migrants in a wide swath of international waters of the Central Mediterranean. This means that there are fewer rescue assets on scene, and fewer assets available to detect casualties. For ISPI, this raises the possibility that the estimate for the fatality rate is low. The ISPI suggested that Salvini's hardline approach had created a relatively small reduction in migrant arrivals relative to the numbers achieved by his predecessor, Marco Minniti, who cut irregular immigration by nearly 80 percent relative to the levels seen in 2016-17. Minniti achieved this cut by cooperating with Libyan militias to prevent departures on shore, and it was accompanied by a sharp drop in fatalities at sea. ISPI questioned the value of discouraging maritime SAR operations to achieve an additional reduction in arrivals, since this policy appears to correlate with a high fatality rate. In an address on Monday, UN High Commissioner for Refugees Filippo Grandi called for an end to anti-immigration policies and the resumption of maritime migrant SAR operations. Grandi also warned of the dangers of anti-immigration rhetoric and its deployment for political gain. "The language of politics has become ruthless, giving licence to discrimination, racism, xenophobia. Refugees and migrants have become targets and casualties of power-driven agendas," he said.

LIBYAN STATE OIL FIRM DELAYS ENERGY CONFERENCE AFTER HQ ATTACK

3 October – Libya's state oil company National Oil Corp (NOC) has postponed a conference in Benghazi for 15 days following an attack on its Tripoli headquarters last month. The three-day conference, to be held in Libya's second-largest city, is aimed at allowing local and foreign oil and gas companies to discuss the sector's development. The date was changed because of the circumstances that the (NOC) was exposed to recently, which caused the delay in the completion of some important preparations and equipment related to the event," NOC said in a statement. The conference will be held from Oct. 24 to 26, two weeks later than planned, NOC said. In September, NOC headquarters were attacked by gunmen claiming to be Islamic State militants, killing two people and wounding 25. NOC has in recent years rarely held conferences inside Libya, especially in Benghazi, which was a battle zone until the expulsion of Islamist fighters last year.

UN RENEWS AUTHORIZATION TO FIGHT TRAFFICKING OFF LIBYA

3 October – The Security Council has voted unanimously to renew the authorization for the European Union naval force and other nations to fight human trafficking in the Mediterranean off the coast of Libya. The resolution adopted Wednesday authorizes regional organizations and countries to inspect and seize vessels on the high seas being used for migrant smuggling or human trafficking from Libya until Oct. 3, 2019. French diplomat Antoine Michon said the force has played an important role "in breaking the networks of human traffickers," noting that U.N. Secretary-General Antonio Guterres said this has saved tens of thousands of lives every year. "Trafficking in human beings, fed by economic instabilities, exacerbated the already fragile situation in Libya," he said. Michon stressed the council's decision last June to impose sanctions against six traffickers.

UN ENVOY SAYS HARD TO HOLD LIBYA ELECTIONS IN DECEMBER

30 September – The UN envoy to Libya said that it will be difficult to hold elections as hoped on December 10, following a new wave of fighting in the North African nation. "There is still a lot to do. It may not be possible to respect the date of December 10," Ghassan Salame said in an interview. Rival Libyan leaders agreed to a Paris-brokered deal in May to hold a nationwide election by the end of the year, but Salame said that the polls may not be organised before three or four months. "We can hold elections in the near future, yes. But certainly not now," he added in the interview on Saturday evening at the heavily fortified UN mission in Tripoli. Clashes between militias in suburbs of the capital have left

more than 100 people dead since late August. Libya remains divided between the UN-backed Government of National Accord (GNA) based in Tripoli and a rival administration in the east that enjoys support from Egypt, Russia and the United Arab Emirates. The Paris meeting brought together for the first time GNA head Fayez al-Sarraj and military strongman Khalifa Haftar, whose self-styled Libyan National Army dominates the country's east. The Paris agreement set a September 16 deadline for conditions to be met for parliamentary and presidential elections to be held by the end of this year. This was to be based on a new constitution that would have to be put to a referendum, as well as a new electoral law. But many observers have said the timetable was overly ambitious given ongoing instability and territorial disputes across the country, along with an economy that is flagging despite Libya's vast oil wealth. The United Nations is hoping that elections will help turn the page on years of chaos in Libya. The clashes that erupted on Tripoli's southern outskirts on August 27 were between rival militias both from and outside the capital. The UN brokered a ceasefire on September 4, but fighting resumed within days. By the time the guns fell silent again on Wednesday, the fighting had left at least 117 dead and more than 400 wounded, according to the GNA. Salame said the hopes of holding polls in December were made more "difficult" by the delayed adoption of the electoral law, which finally happened last week. "If everything goes well, the referendum could take place before the end of the year", but the elections could only be organised in "three to four months" depending on the security situation, the envoy said, adding, "We still need a parliamentary electoral law and another for the presidential (elections)." Salame said there were also logistical problems after a deadly suicide attack by the Islamic State group severely damaged the electoral commission headquarters. The attack has "greatly delayed" the work of the commission whose offices would soon be moved, he said.

LIBYA PROCEDURE

Guidance updated by Gard on 10 May, 2018 highlights the risk of arrest of crew or the detainment of vessels. For tankers trading in this region, the following recommendations have been made:

- When contracting a vessel for a voyage to Libya, obtain a certificate of origin from the charterers indicating that the shippers are a National Oil Company (NOC) or an approved legal entity of the NOC. The Libyan NOC has the sole rights and control of all oil exports from the country. Most detentions related to oil smuggling, have been in connection with tankers operating offshore and not in a port.
- Charterers should establish the legitimacy of cargo interests and whether they can legitimately ship oil cargoes from Libya. The shippers should be able to provide a letter or document to prove that they are authorized by the NOC to ship the cargo.
- On completion of cargo operations and upon receiving port clearance, sail directly out of Libyan waters as deviations or delays may be construed as suspicious by the authorities.
- Upon leaving the Libyan coast, vessels should avoid navigating close to the coast. Maintain a distance of 40 nautical miles from the coast. Most cases of detention have occurred within 25 nautical miles off the Libyan coast.

The security situation throughout Libya remains fluid. In the absence of a diplomatic solution, MS Risk continues to advise extreme caution to all vessels entering Libyan waters. The ports are an extremely valuable target, and control of these key facilities in Libya have, and could again, change hands with little or no notice. As a result, ports, infrastructure, and other valuable assets remain at a high risk for violent attack by various armed militia groups. While all working ports are believed to be currently safe for ships and crew, the security situation remains volatile and subject to rapid change. Shipmasters and crews are urged to exercise extreme caution when entering Libyan ports and waters. Vessels are urged to:

- Observe international laws of trading
- Follow official sea navigation routes to any of the working Libyan ports and avoid navigating in the coastal waters of the closed ports.
- In advance of arrival, declare the intended voyage and type of cargo to be discharged/loaded to the local agent, to allow sufficient time to notify the appropriate authorities.
- Stay in contact with local port authorities to receive the most up to date information.
- Vessels should report their schedules to local port agents prior to arrival at any Libyan port, including:
 - A declaration of the vessel's sailing route
 - Whether they are loading or discharging cargo
 - The type of cargo on board

Vessels are urged to apply extreme caution while navigating coastal waters near Benghazi, Derna and Sirte, the last two ports still being closed. MS Risk advises that shipmasters and owners stay up-to-date on the volatile situation in this region.

ABOUT JLT

When it comes to advising ship owners and operators, shipyards and ports and terminal operators we take the time to really understand your world, your people and your very particular challenges. We work closely with you to consider your business both today and tomorrow, and to explore all the variables which may impact on it.

We work with yourselves, our network and the market to deliver a solution which is always tailored to your specific needs and always competitive and comprehensive.

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We know how we work makes us different. It's quite a claim but we're driven to deliver on it every single day.

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- Crisis management
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VIRTUAL SECURITY DIRECTOR SERVICE

- For clients lacking a full-time security executive

References are always available.

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